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March 17, 2005

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National Transportation Safety Board
Room 5235
490 L'Enfant Plaza, SW
Washington, DC 20594

RE: NOTICE OF PROPOSED RULEMAKING (NPRM), NOTIFICATION AND REPORTING OF AIRCRAFT ACCIDENTS OR INCIDENTS AND OVERDUE AIRCRAFT, AND PRESERVATION OF AIRCRAFT WRECKAGE, MAIL, CARGO AND RECORDS

The National Air Transportation Association (NATA), the Voice of Aviation Business, is the public policy group representing the interests of aviation businesses before Congress, federal agencies and state governments. NATA's 2,000 member companies own, operate and service aircraft. These companies provide for the needs of the traveling public by offering services and products to aircraft operators and others such as fuel sales, aircraft maintenance, parts sales, storage, rental, airline servicing, flight training, Part 135 on-demand air charter, fractional aircraft program management and scheduled commuter operations in smaller aircraft. NATA members are a vital link in the aviation industry providing services to the general public, airlines, general aviation, and the military.

NATA appreciates the opportunity to submit comments for consideration by the Board related to this NPRM. The primary concern of NATA and its members is that the impacts of the proposed changes have not been sufficiently studied.

It is unclear what, if any, impact analyses were conducted prior to issuance of this rule. Also uncertain is whether the NTSB must conduct regulatory evaluations under Executive Order 12866, the Regulatory Flexibility Act and the Paperwork Reduction Act. Because no evidence of these evaluations was presented in the NPRM, NATA must conclude that they were not conducted and that the NTSB is unaware of how this NPRM will impact both aircraft operators and the Board. NATA encourages the NTSB to either release the analyses if they were conducted or to conduct them if they had not previously been undertaken.

With regard to the specific regulatory proposals, NATA believes that proposed § 830.5 (9) is overly vague. Consequently, it will lead to confusion among operators and could result in unnecessary reports or failure to report unless the Board adopts specific definitions for both "majority" and "electronic primary displays."

**Comments of the National Air Transportation Association on the Notice of Proposed Rulemaking,
Notification and Reporting of Aircraft Accidents or Incidents and Overdue Aircraft, and Preservation of
Aircraft Wreckage, Mail, Cargo and Records
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Additionally, the proposal to require reporting of resolution advisories (RA) from an Airborne Collision and Avoidance System (ACAS) has generated much concern within the industry. The process for reporting RA is cumbersome, and the regularity with which they can occur will generate a substantial paperwork burden on the industry and might well overwhelm the Board's resources. NATA wonders if the Board has adequately estimated these burdens. Furthermore, the association reminds the NTSB that the Federal Aviation Administration already collects information on RA and encourages the use of existing data rather than mandating duplicative efforts.

NATA recommends that the NTSB conduct a thorough review of the impacts of the NPRM and reconsider the safety necessity of the new requirements.

Sincerely,



Jacqueline E. Rosser
Senior Manager, Regulatory Affairs